

## **Rockville Sidewalk Prioritization Policy**

### **Introduction**

Rockville has long been committed to the goal of improving pedestrian safety, and an integral step toward achieving that goal is to construct sidewalks in the City where they are missing. Not only do sidewalks improve pedestrian safety, but also they provide non-motorized routes for reaching desired destinations. Because of the large amount of missing sidewalks in the City and the costs associated with constructing sidewalks, the City has created a sidewalk prioritization policy. A missing sidewalk is any existing or potential pathway that, were it hard surfaced, would be used by pedestrians in their routine educational, recreational, business, shopping, working, civic and social pursuits. Missing sidewalks are along streets and are typically built within City right-of-way. With the Rockville Sidewalk Prioritization Policy, missing sidewalks are given two numerical scores and then a series of qualitative considerations are addressed.

The Rockville Sidewalk Prioritization Policy helps determine in what order the City should construct sidewalks, which is a helpful tool for including sidewalks in the Citywide Capital Improvements Program. The order, or prioritization, will be based on the total score; the sum of the utility score and the traffic conditions score. Sidewalks will be grouped into one of five groups, A through E, with A being the highest range of scores and E being the lowest range of scores. In addition to the missing link's total score, information about available City right-of-way, public support for the construction of the sidewalk, and the potential environmental impacts of constructing the sidewalk will be taken into consideration when determining the timeline for planning, design, and construction of the sidewalk.

### **Sidewalk Prioritization Method**

#### **I. Utility Score**

- A. Is the missing sidewalk within walking distance of a school?
  - 0-5 minutes: 3 pts
  - 5-10 minutes: 2 pts
- B. Does the missing sidewalk have a bus stop on it or perpendicular to it?
  - Yes: 1 pt
  - No: 0 pts
- C. If the missing sidewalk has a bus stop on or perpendicular to it, does the bus stop have more than 25 riders per day?
  - Yes: 1 pt
  - No: 0 pts
- D. Is the missing sidewalk within a 10-minute walking distance of a public recreational facility? Points are given for each category that applies.
  - Park: 1 pt
  - Recreational center: 1 pt

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E. Is the missing sidewalk within one of the following zones of presumed high volume pedestrian activity?

Points are given for each category that applies.

- Residential areas zoned R-30, R-20, and R-H: 1 pt
- Comprehensive Planned Development: 1 pt
- Town Planning Area Boundary: 1 pt
- Rockville Pike Corridor Boundary: 1 pt
- Twinbrook Metro Performance District Boundary: 1 pt

F. Is the missing sidewalk within walking distance of a Metro Rail station?

- 0-5 minutes: 2 pts
- 5-10 minutes: 1 pt

G. Is there a sidewalk on the opposite side of the street?

- No: 1 pt
- Yes: 0 pts

H. To what degree will hard-surfacing the missing sidewalk increase pedestrian network connectivity?

- Provides a link to a shared-use path: 2 pts
- Fills a gap between two existing sidewalks: 1 pt

## II. Traffic Conditions Score

A. What is the posted speed limit on the street adjacent to the missing sidewalk?

- 45 mph or greater: 3 pts
- 26 mph to 44 mph: 2 pts
- 25 mph or less: 1 pt

B. What is the street classification for the street adjacent to the missing sidewalk?

- **Major:** 5 pts

Description - Carries through traffic. Lanes are divided by a median. Access points are generally limited.

Typical volumes - Greater than 25,000 vehicles per day

- **Arterial:** 4 pts

Description - Carries through traffic. Design is more limited than on major streets. Access is less limited.

Typical volumes - 10,000 to 30,000 vehicles per day

- **Major Collector:** 3 pts

Description - Includes Primary Residential Class I, Business District, and Primary Industrial roads.

Distributes traffic between adjacent business land uses, between adjacent industrial and office land uses, and between neighborhoods and arterial streets. Typically has two to four travel lanes.

Typical volumes - 5,000 to 20,000 vehicles per day

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- **Minor Collector:** 2 pts

Description – Includes Primary Residential Class II and Secondary Industrial roads. Distributes traffic between adjacent industrial and office land uses and between neighborhoods and arterial streets. Typically has two travel lanes.

Typical volumes - Secondary Industrial roads have up to 2,000 vehicles per day. Primary Residential Class II roads have less than 5,000 vehicles per day.

- **Secondary Residential:** 1 pt

Description - Provides local access to residential properties. All non-primary streets are classified as secondary.

Typical volumes - Up to 2,000 vehicles per day.

### III. Other Important Considerations

A. If the sidewalk is constructed, is an easement required?

- Yes
- No

B. Was a resident petition submitted in support of constructing the sidewalk?

- Yes
- No

C. Would this project likely result in: tree removal, vegetation impacts due to a change in storm water drainage, irrigation impacts, installation of a retaining wall, installation of curb and gutter, relocation of utilities, fences, retaining walls, fire hydrants, landscaping, mailboxes, or steps?

- Yes, it is likely there will be environmental impacts.
- No, it is unlikely there will be environmental impacts.

D. Has a developer been required to construct the sidewalk as a part of the conditions of approval for a development?

- Yes
- No